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The Root Project for an Inter-
national Court.

The Draft Scheme of a Permanent
Court of International Justice, as pub-
lished yesterday, makes clear certain
things that have been more or less
in a haze concerning this elaborate
plan for a tribunal at The Hague
before which shall come the litigant
nations of the earth, just as individ-
uals and States of the Union come
before the Supreme Court of the
United States.

In the Root plan—we call it by the
name of Mr. Root because of his
widely recognized interest and influ-
ence in the establishment of an in-
ternational jurisdiction for the settle-
ment of justiciable claims and con-
troversies among Governments—the new
tribunal, though sitting at The Hague,
is to be independent of the courts of
arbitration already existing by virtue
of earlier treaties. It depends di-
rectly upon the League of Nations or-
ganized under the Versailles Treaty.
Its charter is found in Article XIV.
of the Covenant. Its Judges are
elected by the Assembly and Council
of the League. The court thus organ-
ized is practically to determine the ex-
tent of its own jurisdiction, for Ar-
ticle XXIV. of the Draft Scheme
provides that in the event of a dispute
as to whether a certain case comes
within any of the categories of justiciable
cases the matter shall be settled
by the decision of the court itself.

It is plain, therefore, that the Draft
Scheme contemplates a tribunal which
is neither a direct extension of the
judicial machinery already existing
at The Hague nor a substitute for
any part of the League machinery es-
tablished by the Covenant in the Ver-
sailles Treaty. On the contrary, it is
an integral part of the League's ma-
chinery, and a section of the Wilson
Covenant itself.

Except in those particular which
serve to intertwine or interweave this
judicial proposal with the general ex-
ecutive and legislative impossibilities
of the Wilson Covenant, the Draft
Scheme, at first sight, reads like a
logical and well framed prospectus.
Yet when we come to the most im-
portant question of all, the question of
the enforcement of its decisions, the
question of the Sheriff of the Perma-
nent Court of International Justice,
we obtain no information from the
Draft Scheme, unless some indication
as to enforcement is contained in the
provision in Article XXVII. that the
court, "in particular, shall lay down
rules for summary procedure."

The main fact concerning this
scheme is wholly apart from its in-
trinsic merits. Good, bad or indiffer-
ent as a constructive proposal, full
or void of promise as an additional
safeguard of peace, effective or non-
workable as to the enforcement of its
decisions, the Permanent Court of In-
ternational Justice is not open to ac-
ceptance by the United States so long
as acceptance of the Court involves
acceptance of the Wilson League.

Detached altogether from the Coun-
cil and Assembly and Secretariat of
the League's machinery and trans-
muted into a factor of a new associa-
tion or organization free from the ob-
noxious and unconstitutional features
which have made Mr. Wilson's Cove-
nant impossible of acceptance by the
United States, the Draft Scheme pre-
pared by Mr. Root and his collaborat-
ing jurists would deserve and cer-
tainly would receive respectful at-
tention and obtain a fair hearing on
its merits. But the details of the plan
are not a matter for minute and care-
ful consideration while the proposed
court figures as a coordinate depart-
ment of a League supergovernment
in which this country does not yet
participate and apparently does not
ever intend to participate.

Columb's Extended Activities.

King's College was founded, as
stated by the functionary who was
the grant for King George II. to sign,
"for the instruction of Youth in the
Learned Languages, and the Liberal
Arts and Sciences." The faculty of
Columbia University are at liberty
to-day, 160 years after the foundation,
to draw a long breath and assert that

the ambitious royal design is at last
accomplished.

The university now conducts be-
sides Columbia College—the under-
graduate college of liberal arts—
schools or colleges of law, of physi-
cians, of mines, engineering and chem-
istry, of architecture, of journalism,
of business, of dentistry, of political
science, philosophy and pure science,
of teaching, of education and practical
arts and of pharmacy. To these must
be added the latest offering to seekers
after knowledge, preparatory courses
in agriculture. While these latter are
not as advanced as those offered at
Cornell, Rutgers and several Western
State universities, they build a founda-
tion upon which Eastern acres
should be made profitable to students
to whom text books bring understand-
ing and who are stout enough of heart
and backbone to apply their knowl-
edge.

In a note to Columbia's announce-
ment of its 1920-1921 home study
courses it is explained:

"The object of the course is to give
the student a grounding in the prin-
ciples of scientific agriculture as re-
lating to the management of field and
forage crops in the eastern United
States. Corn, oats, wheat, vetch, bar-
ley, buckwheat, timothy, clover, al-
falfa, meadows, pastures, potatoes,
beans, root crops, liming, fertilizers,
farm manures, seed selection, crop
records, emergency crops, are the
chief subjects of the thirty lessons
comprising the course."

This promises enough preparation
to keep a farmer busy in many parts
of this State, although some varieties
of agriculture are not treated, such
as apple, hop and grape growing,
higher branches of the ancient indus-
try which may be revealed to students
in residence, although concealed from
those taking home study courses. The
latter courses this year include in-
struction in languages other than
French, Spanish and Italian, notably
Rumanian and Russian.

Senator Wadsworth's Fine Vote
With Women at the Polls.

Nobody expected that the opposition
in the Republican primaries to Judge
Miller, now officially the Republican
candidate for Governor of this State,
would amount to much of anything,
and it didn't. Nobody doubted that
Senator Wadsworth would be re-
nominated, as he abundantly deserved
to be, and he was. But wisecracks,
both Republicans and Democrats,
awaited with special interest the out-
come of the Wadsworth contest to see
how the woman vote would express
itself as a result of the intemperate
attitude against him of some suffrage
leaders because in other days he had
not favored giving the vote to women.
They had declared they would deliver
a solid woman vote against him. They
had assumed, unless they were delu-
sionally talking what they did not be-
lieve, that women would disregard all
other present and future issues, vot-
ing as a unit on that past issue now
settled forever.

So far as can be judged by such
primary figures as are available from
the various districts, cities and coun-
ties of the State, there was nothing
like a concerted drive by women
against Senator Wadsworth. There
was nothing to justify a small frac-
tion of the claims of his opponents
that women any more than men could
be induced to disregard the principal,
the live and the commanding ques-
tions of this election so as to stick
a knife into Wadsworth for once dif-
fering from them in the matter of
whether women should get the vote.

In Albany county, for example,
his two opponents, Mrs. Booke and
PAYNE, could not both together poll a
fifth as many ballots as Senator
Wadsworth polled. In Erie (Buffalo),
the second most important city in the
State he apparently beat the two of
them nearly by four to one. In the great
voting county of Monroe he beat them
more than three to one, and in Onan-
daga perhaps twice as heavily as in
Monroe. In this end of the State, New
York county gave him apparently three
to one; Kings (Brooklyn) better than
two to one, and the rest of Greater
New York about the same. West-
chester county was even more strong
for him. In the whole State he may
have won by upward of a quarter
of a million of votes.

Whatever else the details of the
primaries may show, it is perfectly
clear that no great number of women,
as such, voted against Wadsworth.
This must be so because there can be
no question that Thompson's follow-
ers opposing Judge Miller were will-
ing to vote against Wadsworth if the
Booke and Payne followers would vote
against Miller. Weak opposition al-
ways pull together in this way to
make the best showing they can.

Thompson's votes didn't come from
women. Bennett's votes didn't. And
since the Thompson votes, the Ben-
nett votes, the Booke votes, the Payne
votes and all the rest of them piled in
one heap did not mount up into the
hundreds of thousands that the en-
emies of Senator Wadsworth de-
clared would be delivered against him,
there could not be relatively more
than a handful of women in this dis-
trict, that district or the other dis-
trict that were willing to discredit
the whole question of the capacity and
the competence as well as the right
of women to vote by going solidly
against Wadsworth regardless of the
best interests of the State and of the
nation.

And evidently what these suffrage
fanatics have got to learn if they have
not now learned it out of these pri-
maries of Tuesday is that if they con-
tinue to try to herd women in or
against any candidate, not as voters
but as women, they will drive away

more of them from any ticket they
support than they will hold to it.

In the State of Maine on Monday
and in the State of New York on
Tuesday American women have proved
that they are entitled to the ballot
because they know how to exercise it
as American voters.

Is the Engineer-Statesman Going
to Pass the Fireman?

In his speech at Boise City, Idaho,
on Tuesday night the engineer-states-
man showed the most delicate consid-
eration for the fireman-mathematician.
Mr. Cox discussing the result in
Maine by remarking that the augmen-
tation of the total vote accounted for the
majority, rushed on to more pili-
grimage—the sort he makes himself:

"If 90 per cent. of the people will
forget politics and help me to lick
the 2 per cent. that is raising a fund
of from \$25,000,000 to \$50,000,000 to
beat me, we will make the Govern-
ment an agency of 100 per cent. of
the people."

That Candidate Cox was so con-
servative in his figures indicates the
fine regard he has not for facts but
for FRANKLIN D. It is certain that
Mr. Cox could have gone higher than
\$30,000,000 if he had wished. He
might have said \$33,000,000 and few
would have cared. The Governor's
earlier charges of a Republican fund
of \$15,000,000 not having been sub-
stantiated by him or any of his as-
sociates.

But it must be remembered that
FRANKLIN D. ROOSEVELT, Mr. Cox's
running mate, set a mark of \$32,000,
000 in the great gift contest. We are
sure, if Mr. ROOSEVELT will release
Mr. Cox from any obligation not to
boost figures, that the engineer-states-
man will open the throttle wide, let
his imagination really loose and show
the fireman some campaign money
figures that are figures.

Mr. ROOSEVELT should let the chief
go ahead, passing that \$32,000,000 on
the left and cutting out the muffler.
The country wants to hear Mr. Cox at
his largest. It is too bad that he has
only one voice. When he is proving
in one side of his brain that \$3,000,
000 equals \$30,000,000 and in the other
side that \$5,000 majority is zero, there
should be a voice for each particular
demonstration.

Profits in the Meat Business.

This year has been the most crucial
period in the whole history of the
packing industry, and for that reason
the convention held by the Institute
of American Meat Packers found an
overcrowding of serious issues to con-
sider at its Atlantic City sessions. It
would be well if the speeches and sta-
tistics, and especially those presented
by two leaders in the industry,
THOMAS E. WILSON and J. OGDEN
AMOUR, could be widely read.

What is one man's meat is another
man's profit was not the keynote of
the convention, although the events of
the last year indicated that the popu-
lar conception of the packing industry
had come to be that the public existed
simply to pile up dividends and
bonuses for the packers.

A far different story was told by the
men on the inside of the industry who
have had to face a year of bitter
criticism directed against them from
official Government quarters at the
very time when deflation was scaling
down expanded production.

To those familiar with the peculiar
nature of the packing business it was
no surprise to learn from Mr. WILSON
that among eighty-one leading cor-
porations in the United States the
returns on both invested capital and
volume of sales of the five leading
packers was smaller by a considerable
margin than in any other indus-
try. The "Big Five" packers had
gross sales of \$3,500,000,000 in 1919,
on which the net profits were a little
more than \$54,000,000, or an average
of 5.083, or a little more than eight-
tenths of a cent on each dollar of
sales. The seventy-six other concerns
listed, embracing almost every line of
endeavor, earned an average of 13.25
cents on the dollar, none of them
showing net profits less than 3 cents
on the dollar, some as high as 30
cents.

On an aggregate invested capital of
\$570,000,000 the packers earned net
profits averaging 5.05 per cent., while
the seventy-six industrial companies
earned an average of 13.01 per cent.
The small earnings on the gross
sales presented no difficulty. It was
possible to cut down the profits on the
dollar of sales because the turnover
of merchandise was so rapid.

But the low earnings on invested cap-
ital, 5.05 per cent., are a factor which
would ruin any business undertaking
unless it had huge reserves carefully
utilized by skillful management. J. O-
GDEN AMOUR pointed out what every-
body familiar with the money mar-
ket knows, that the packers no longer
enjoy 8 and 4 per cent. funds. They
pay 8 per cent. for the working cap-
ital they are compelled to borrow.
This is due largely, as was pointed
out in a previous editorial article in
this newspaper, to the discontinuance
of "pig on pork" bills in the London
money market—a type of paper no
longer accepted in London because of
the money stringency.

The packers must now obtain their
working capital by selling notes, stock
or bonds, or by paying a high interest
rate for having their promissory notes
discounted in the American market.
Any of these methods advances the
cost of capital to the level of the
money market, or about 8 per cent.
It is evident that no greenhorn either
in finance or in the packing industry
could borrow money at 8 per cent.
and employ it in an industry which
returned only 5.05 per cent. There

must be a bridge to cover this gap
somewhere, and, as Mr. OGDEN AM-
OUR stated, it must be found in
careful management.

The discontinuance of the dividend
on the common stock of the Cudahy
company is a reflection of this condi-
tion. The capital represented by the
common stock in that company now
sacrifices its former 7 per cent. return
to make up the difference between the
current cost of working funds and the
net earnings on invested capital.

There are endless other difficulties
to be faced by the packers, some of
which are the prejudice against Amer-
ican products which has grown up
abroad as a reaction from the cam-
paign against the industry here; the
foreign exchange barrier against ex-
port trade, and the problem of bal-
ancing the supply and demand by pre-
venting the diversion of live stock
farms to other more profitable uses.

Two More Dead in Postal "Progress."

A fortnight ago, after the killing of
two air mail men at Morristown, New
Jersey, this newspaper again suggested
that the Post Office Department put
aside, until science made aviation
safer, a service the novelty and bene-
fits of which did not counterbalance
the loss of lives and property. The
Postmaster-General quickly managed,
by some process denied the ordinary
mails, to reach this office with a let-
ter of protest which we printed in all
its intemperate details. Later on the
Second Assistant Postmaster-General,
Mr. OTTO FRANKER, who had either
missed Mr. BURLESON's snappish mis-
sive or had not been satisfied with it,
wrote to us with more words and less
heat. Mr. FRANKER's letter we are
printing elsewhere on this page.

It is unfortunate for Mr. FRANKER's
talk of "what the air mail has con-
tributed in the way of making equip-
ment stronger, safer and better for
every day flying" that on Tuesday, less
than two weeks after the tragedy at
Morristown, two more aerial mail car-
riers went to a shocking end:

"CLEVELAND, Sept. 14.—WALTER
STEVENS, an air mail pilot, and RUS-
SELL THOMAS, mechanic, both of
Cleveland, were burned to death to-
day when their plane caught fire at
an altitude of 500 feet at Pem-
erville, Ohio. STEVENS and THOMAS
were flying a J. L. all metal mono-
plane. They left here for Chicago
with 400 pounds of mail, which they
were relaying after an accident in
which a mail plane was wrecked here
to-day, and Pilot WILLIAM RINDLA-
BARGER slightly injured shortly after
taking off."

Here, in one day, we have the kill-
ing of two men, the injury of a third
and the destruction of two machines,
all in the transportation of 400 pounds
of mail by a method which "adver-
tises" the Post Office Department.

Mr. FRANKER speaks of "the world's
progressive spirit" and fears that the
newspaper runs counter to it. No
newspaper has been more heartily for
progress in aviation than this one.
What we object to is the air mail as
it is conducted by the Bureauized
Post Office Department.

We have been unable to find that
the air mail, as thus conducted, has
resulted in scientific advancement.
After two years of it we see four men
killed in two weeks. Even Mr. BUR-
LESON himself must be shocked by this,
for the Washington despatches an-
nounce an "immediate investigation"
of the Pemerville horror.

A really useful air mail service will
be established in the United States
some time and it will be free from the
casualties which now sicken the pub-
lic. When scientists in the army, the
navy and in the world of commercial
aviation have worked out the right
kind of machine the problem will be
simple, we think, for there is plenty
of pilot material ready for careful
training under an efficient chief.

Meanwhile the results of the air
mail are not worth the ghastly price.
No business man will entrust a highly
important message to such a precar-
ious service. If the message cannot
stand the delay of the few extra hours
which the railroad mail takes, then
there are the telephone and the tele-
graph, so much more safe, rapid and
sure than the air mail as it is con-
ducted at present that in them we
see the real progress that Mr. FRANKER
likes to talk about.

But, after all, hearing from Mr.
BURLESON and his staff on the sub-
ject of progress is very much like
getting a lecture from Mr. JOHN J.
McGraw on gentle moderation.

September 15 has become an im-
portant financial date. The Third Lon-
don coupons are paid just in time to
meet the third installment of the income
tax and to buy the fall derby.

Prohibition Agent SHAWMAN is going
to leave this weathered dry town
and go to Texas, where at least the
climate is arid.

Maine Shouts!
Maine speaks; they used to say,
In Presidential years,
Maine shouts to-day.
So all are seen!
From Allagash to Portland pier,
From Hallowell to Deer Isle,
The mounting wave doth roll.
Maine is top hole!

They've had a celebration
"Way down in Maine,
And the entire nation
Can see the waving vane,
And there is jubilation.
And likewise there bath,
From Bangor down to Bath,
From Lewiston to Winn,
They've cut a swelling swath.
The State is all a-glee!
Yea, where the old Pemberton flows
There swells a jelling tide of "Neer!"

No Wilson League, says Maine—
Her mothers, fathers, daughters, sons,
They've buried deep the bone—
The vote she'll up in tone.
Hurrah for Maine!
Three cheers for Maine!
Again! Again! Again!

Equipment.
Knicker—How does Cox campaign?
Barker—With the multiplication table and
the table.

These Days.
Knicker—Was his death from natural
causes?
Barker—Yes, an automobile ran over him.

THE AIR MAIL.

A Defence by the Second Assistant
Postmaster-General.

TO THE SUN AND NEW YORK HERALD:
On my return to the city my attention
was called to an editorial article in THE
SUN AND NEW YORK HERALD of Septem-
ber 3 entitled "Burleson's Deadly Pad."
In this editorial THE SUN AND NEW
YORK HERALD contends that the trans-
portation of mail by airplane is not
justified by the saving in time made and
that it does not justify the sacrifices en-
tailed in the development of this new and
expedient means of mail transportation.

In this THE SUN AND NEW YORK
HERALD runs counter to the judgment of
the world's progressive spirit as demon-
strated by the extensive aerial mail ser-
vice by England, France and every
other enlightened European nation.

Commercial aviation, which has re-
ceived its principal encouragement and
development through the air mail, is a
thing apart from military aviation. The
requirements in the way of equipment
and methods of administration are
widely different from the requirements
for military use. It has contributed
significantly to the development of air-
planes and their use and has brought much
nearer the day of universal personal and
commercial use of the airplane.

The erroneous impression which one
of your editorial articles seeks to leave,
in the announcement that "the saving
by railroads was \$2,565 last year,"
emphasizes the great advance made in
the development of the use of the air-
planes by the air mail service. The sum
has reference to the savings in the first
experimental work of the air mail ser-
vice during the previous fiscal year. The
savings on the route between Wash-
ington and New York alone during the
fiscal year which closed June 30, 1920,
was \$42,550 over the train service, and
advanced the delivery of New England
night mail to Washington from morn-
ing delivery to an afternoon delivery of
the previous day. In other words, if the
air mail ceased to-day the Post Office
Department would have to put on train
service costing \$43,550 more than the
air mail service, and affecting delivery
of between 12,000 and 14,000 letters,
daily, to-morrow morning instead of this
afternoon.

The saving in money and time by
the route between New York and
Chicago are immeasurably greater. It
is hardly fair to speak of the saving
of a few hours in time between two
points by airplane over the train in the
matter of mail delivery, when the sav-
ing of those hours means the advance
of the delivery of the mail to the ad-
dressee by twelve to sixteen hours. The
commercial interests of the country are
the best judges whether the receipt of
mail by airplane this afternoon instead
of by train to-morrow is a negligible
saving, and their verdict is found in a
whole hearted cooperation which the
business communities to which the air
mail operates have given to this effec-
tive service.

The sacrifices made in the development
of aviation to develop it into a prac-
tical commercial proposition, as well as
to enable it to function better as a
military arm, have been carefully con-
sidered by all progressive nations and
by every man who has been or still is
connected with aviation. They have full
knowledge of what the air mail has con-
tributed in the way of making equip-
ment stronger, safer and better for
every day flying, and their judgment is
that the comparatively few casualties in the
air mail service justify the splendid
work that the air mail is doing, just as
the judgment of the business commu-
nities justifies the work of the air mail
in the greater expedition of the move-
ment of mail.

OTTO FRANKER,
Second Assistant Postmaster-General.
WASHINGTON, D. C., September 7.

STATE RIGHTS.

Are They in Danger of Disappearing
by Constitutional Amendments?

TO THE SUN AND NEW YORK HERALD:
Being a historian in a modest way I
was asked some years ago to write a
chapter on Gettysburg and Vicksburg
for an American edition of Cressy's
"Social History and the Closed Nar-
rative" with these words:

It only remained . . . for the Na-
tional armies to hammer away till the
final catastrophe should overtake the in-
stitution of slavery and its valorous but
misguided defenders. The theory of
State sovereignty went down with it,
while the principle of State rights under
the Constitution remained intact, as all
things have it, and probably will remain
forever.

Now I am obliged to retract that final
clause. If the States still have any
rights we probably need not wait for-
ever to see the last shred of them dis-
appear. Any fool thing, ignoring the
States, can be grafted upon the Federal
Constitution if it is backed by a sur-
feit show of insistent fanatics to the
point of returning to one fact.

It is not necessary to appeal to the
people—that would often be a fatal
mistake. Just make it a purely lobby-
ing job with a thorough card index and
success is more than probable.

Three or four decades ago the State
of New York spent considerable money
for a survey of its boundary lines,
some of which were discovered to be
a mile or two out of the line. We had
known what the several groups of self-
styled Progressives had in store for us
we might have put those dollars to some
better use. The once significant lines
of Mason and Dixon and thirty-six
Thirty have faded away, and who can
say how long we must wait to see all
the State boundaries pass out of ex-
istence into history? ROBERT JOHNSON.
New York, September 15.

PITFALLS OF SLANG.

Information for a British Explorer of
the American Language.

TO THE SUN AND NEW YORK HERALD:
May I not, to use an expression become
wonderfully familiar in Washington in
the last few years, draw your attention
to a mistake made by the London Ex-
press, as is usually done when an En-
glish newspaper tries to quote American
slang?

The mistake appeared in a clipping
from that newspaper in your paper of
Monday and was headed "The Pitfalls
of Slang," quite properly. It follows:
An American says "I've got you,"
meaning "I understand." The Eng-
lishman thinks he has been discovered in
some serious deception.

The only trouble with the *Express*
is that the American does not say "I've
got you" at all. What he does say, and
says often, is "I get you."

RAYMOND KAUFMAN.
New York, September 15.

Equipment.
Knicker—How does Cox campaign?
Barker—With the multiplication table and
the table.

These Days.
Knicker—Was his death from natural
causes?
Barker—Yes, an automobile ran over him.

PUBLIC SCHOOLS PRAISED.

A Tribute to Teachers and Pupils
From One of Long Experience.

TO THE SUN AND NEW YORK HERALD:
Your attitude toward the teachers in
our schools has given me great pleas-
ure. That might be a matter of small
consequence, however, except for this fact:
I am in a position to attest that your
commendations are well deserved.

After fifty-five years of service as a
teacher I was retired, a principal, in
1917. I taught under superintendents
Randall, Kiddie, Jasper, Maxwell, Straus-
muller and Ettinger, thus enjoying
exceptional opportunities for testing the
system under varying conditions.

I believe that no other civic interest
is as close to the hearts of the people
as the schools, both public and private.
We all recognize the value of efficiency
in maintaining the highways, in lighting
the streets, in police protection, but we
especially appreciate the schools because
they appeal to us daily through our
children.

I am deeply grateful to New York
city for the wonderful privilege I have
enjoyed of assisting in the formation
of the character of many thousands of
its citizens while earning my livelihood.
Please, therefore, add my testimony to
the truth, known to so many, that the
schools and their teachers are worthy
of affection and trust.

Since my retirement I have visited
many public schools during my morn-
ing assemblies. In every instance I have
seen the pupils give the military salute
to our flag and have heard them recite
a pledge of allegiance to the republic
for which it stands.

In each school I heard the principal
in his or her morning address give in-
struction in highest form of non-sectar-
ian ethics.

In addition to this experience I have
visited so many classrooms that for the
sake of my reputation for veracity I
dare not recite their number and have
listened to instruction by class teachers.
In every instance I have noted mutual
courtesy between pupils and teachers,
ability to lead and willingness to follow,
power to instruct and readiness to learn,
which do honor to both teachers and
pupils.

Let me add the words of a New York
principal, used in an address to assem-
bled teachers, as quoted in a book re-
cently published: